ZOO PARKING LOT AND FLORIDA CANYON

Figure 9

The Zoo parking lot will be landscaped in accordance with the City Landscape Ordinance.

converted to Zoological Garden uses and a greenbelt. The greenbelt, located adjacent to Park Boulevard will include the relocated miniature train and a pedestrian walkway.

The Zoo entry will be relocated to the vicinity of the current miniature train location and will be integrated with the adjacent pedestrian promenade.

Development of the Rose Garden will be completed.

The Florida Canyon Master Plan will be implemented. Florida Drive will be terminated north of Zoo Place and south of Zoo Drive/Morley Field Drive and small parking lots constructed. Florida Canyon will retain its native California landscape and be used as a native plant preserve. Support structures will include restrooms and a small botanic building. Walking, hiking, bicycle, and jogging trails will be developed throughout the canyon area, connecting the Central Mesa area with Morley Field and the East Mesa area. The stream west of the existing roadway will be restored and landscaped as a natural riparian area.

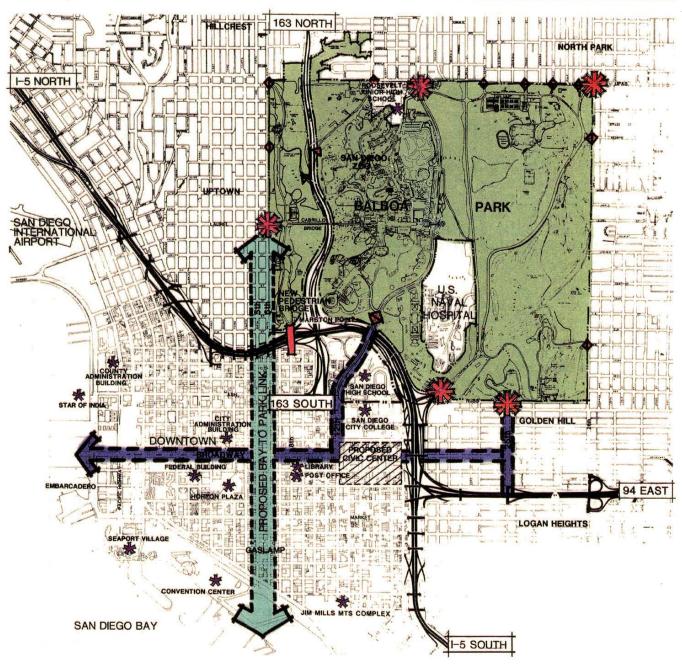
The west side of the Velodrome will be screened to reduce its visibility from the Central Mesa.















PRIMARY ACCESS POINTS

SECONDARY ACCESS POINTS



LANDMARKS

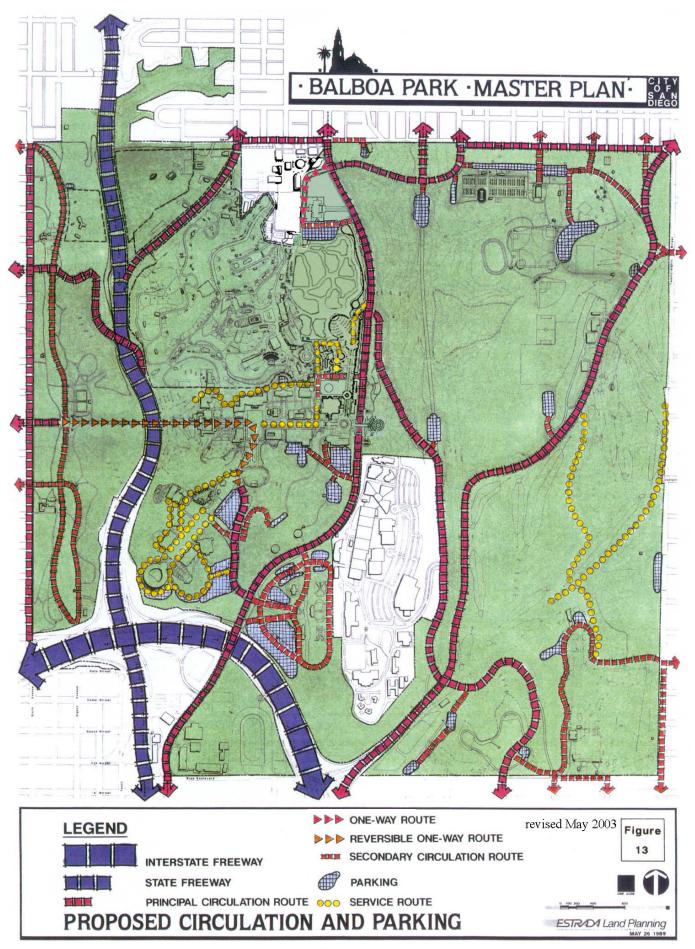
Base map updated May 2003

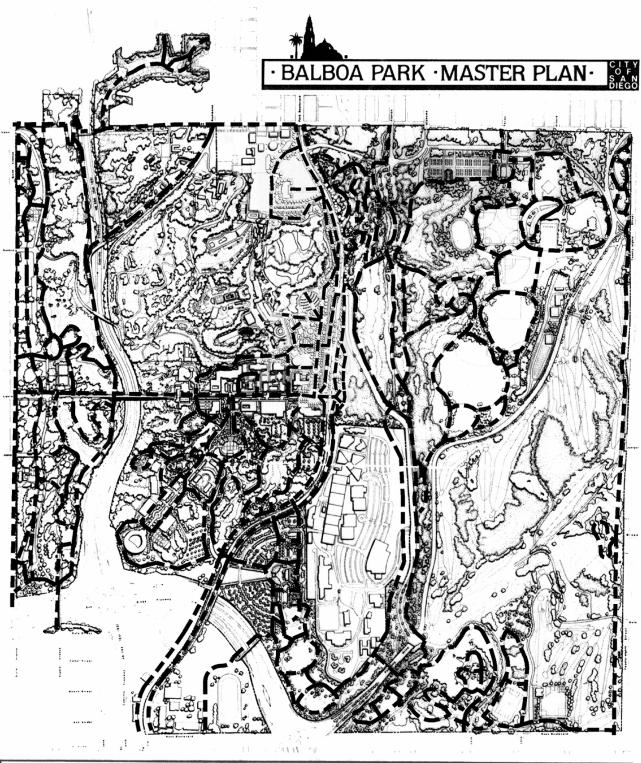


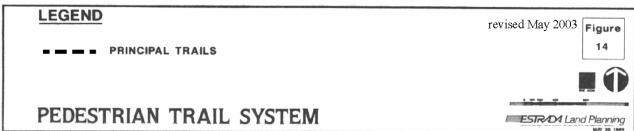
--- PARK BOUNDARY

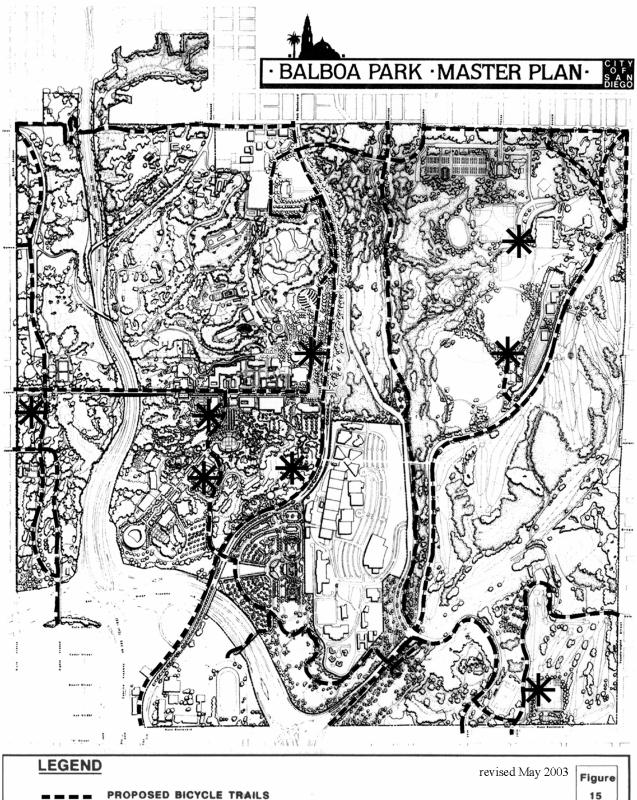
PROPOSED LAND USE AND VICINITY MAP IN 1989

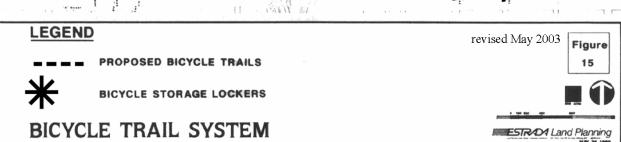












Build a new parking structure to serve visitors to the Prado East & Spanish Village subarea and the Zoo subarea.

Build a parking structure at the Organ Pavilion to replace lost spaces.

Reduce overall parking demand to Park by promoting transit to the Park.

Utilize off-site parking.

INTRA-PARK SHUTTLE

The Inspiration Point surface lots are, in general, very poorly utilized. The poor utilization during peak weekend periods is partly because the lots are perceived to be out of walking range of destinations in the Prado area (the distance is actually less that one-half mile). A shuttle service between the lots and attractions in the Central Mesa area, including the Zoo, should be established to meet peak weekend demands.

At night, problems of poor utilization of existing parking facilities is also apparent. At both the Inspiration Point and Zoo parking lots, less than five percent of the total spaces are occupied during the evening peak hours. Walking distance is a factor in the poor utilization of these parking lots during evenings in the park. The Zoo parking lot parking structure adjacent to Park Boulevard should be included in the tram system at night to encourage the utilization of the Zoo lot that parking structure by visitors to the nighttime attractions in the northern end of the Central Mesa area.

The service should be established (see figure 16 for routes), with the following considerations in mind:

Maximum Ten Minute Headways

While the easy parking at the Inspiration Point site should serve as an incentive to

use the lot, frequent tram runs must be provided to ensure the lot is well used.

Signage Improvements

Provisions for tram service should be accompanied by improvements to signage in the Park. The signage system should be flexible, allowing Park staff to direct visitors to certain lots as parking in the Central Mesa fills up. This approach was effective for the Zoo. During the Panda exhibit visitors were directed to overflow parking as the Zoo lot reached capacity.

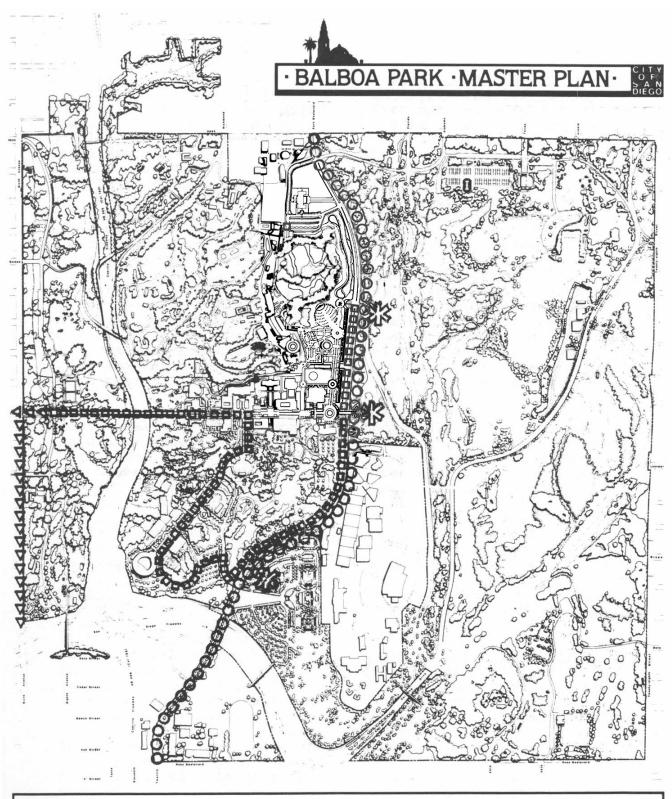
R.V. and Tour Bus Parking

R.V.'s and tour buses are most prevalent during summer weekends, and take up an inordinate amount of parking space.

Special R.V. and bus parking should be established in the Inspiration Point site to remove these large vehicles from congested streets and parking areas within the Central Mesa.

Arizona Landfill Site

According to demand estimates, the Inspiration Point lots could accommodate spillover demands from both the Central Mesa and the Zoo during peak summer weekends. The proposed tram system should include the Zoo, so that the use of the Arizona Landfill site can be phased out and eventually reclaimed.



LEGEND

OOO LRT

444 HISTORIC TROLLEY

DDD PARK SHUTTLE

PROPOSED ALTERNATIVE TRANSPORTATION SYSTEM revised May 2003

Figure 16



ESTRADA Land Planning

STATION AND SHUTTLE STOPS

reserved for Park employees and volunteers. By reducing the amounbt of long-term employee parking in parking areas nearest the Park attractions, more convenient spaces will be available to accommodate visitor parking demands.

SIGNAGE

Specific recommendations pertaining to signage will benefit the parking and circulation element of Balboa Park. These recommendations are discussed in the Signage Element of this Master Plan.

LOW POWER RADIO STATION

To inform park visitors about current events and conditions in the Park, a small radio system is recommended for inclusion the park. Such a system could supplement a signage system for informing visitors about parking and circulation conditions. The Park should establish a radio station and include the following features for improving parking:

Report parking conditions

The radio station should include regular, up-to-the-minute reports on parking conditions. Location of overflow lots like Inspiration Point the availability of parking in the Central Mesa, and other special information on parking should be broadcast regularly, along with reports on special activities in the Park.

Freeway signage

Signs should be placed on major freeway approaches to the Park, telling Park visitors in advance of the Park of the radio station and its broadcast frequency.

LONG RANGE PARKING STRATEGIES

The following measures are more long range strategies.

Promenade Parking Structure

This parking structure should be constructed before the current Zoo parking lot is converted to Zoological Gardens.

Adequate replacement parking must be constructed prior to any conversion of the current Zoo parking lot.

Organ Pavilion Structure

The Organ Pavilion structure should be phased to replace parking spaces lost in the reclamation of parking areas in the Pan American Plaza and Plaza de Panama for pedestrian uses. In scheduling construction of the structure, the following considerations should be kept in mind:

- Construction should occur during the winter and spring months when Park attendance is likely to be low and the impact of losing some or all of the Organ Pavilion surface lot would be the smallest.
- During construction, the tram-system should be made available to mitigate the impact of the temporary loss of the Organ Pavilion surface spaces.

Transit to the Park

By the Year 2000, the Park should be linked in the LRT system with rail line along Park Boulevard from Centre City to Jack Murphy Stadium. Every effort should be made to promote transit ridership to the Park when this improvement is made. In planning for the

Historic Preservation

EXISTING LOCAL AND NATIONAL HISTORIC DESIGNATION STATUS

The Historical Site Board designated the El Prado Area of Balboa Park as City Historical Site Number 1 on September 7, 1967. The California Quadrangle of the El Prado area was placed on the National Register of Historic Places in May 1974, and the entire El Prado complex was placed on the Register in December 1976. In February 1978, the sites of the 1915 and 1935 Expositions, were granted National Historic Landmark (NHL) status.

AMENDMENTS TO THE EXISTING STATUS

ACTIONS RELATED TO HISTORIC AREA BOUNDARIES

On July 27, 1988, the Historic Site Board amended the local historic site and National Historic Landmark designations to make them coterminous and to add additional contributing elements. See the boundaries on figure 17.

Contributing structure to both the local San Diego and National designations are those structures which were erected for the Panama-California International Exposition of 1915-1916 and the California Pacific International Exposition of 1935-1936. They are the:

Administration Building, Botanical Building, Cabrillo Bridge and Guard Houses, Casa de Balboa (reconstruction), Casa del Prado(reconstruction), House of Charm, House of Hospitality, Museum of Man, Spreckels Organ Pavilion, El Cid Statue, Alcazar Garden, Balboa Park Club, Conference Building and restroom, Ford Building (Aerospace Museum), Ford/Starlight Bowl, Federal Building, Hall of Nations, House of Pacific Relations, Municipal Gymnasium, Palisades Building, Spanish Village, United Nations Building, and Zoro Garden. The Natural History Museum, the San Diego Museum of Art,

the Merry-go-round Carousel, and the Miniature Train are also contributing structural elements.

In addition, the potential exists for other structures and sites to be designated National Historic Landmarks or Local Historic Resources.

Subsequent to the 1988 action calling for coterminous boundaries for the Local Historic Resource Boundary and National Historic Landmark designations, the City of San Diego was informed that this was not possible. The National Landmark boundary is exclusively for the structures and features erected for the Panama-California International Exposition of 1915-1916 and the California Pacific International Exposition of 1935-1936. By contrast, the local boundary recognizes a broader spectrum of structures and features of local historic interest. Figure 17A shows the local and national boundaries prior to the 2003 amendments.

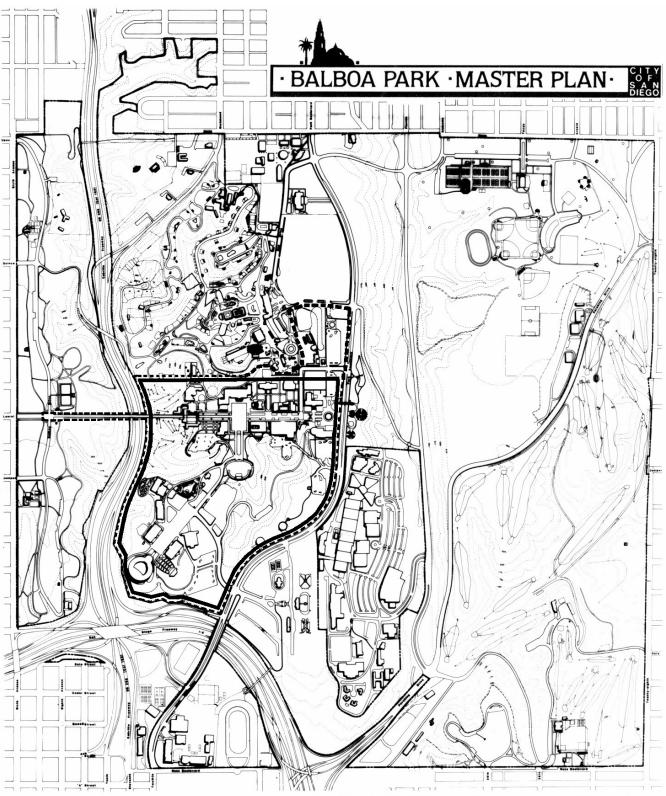
In 2003, Park Boulevard Promenade amendments to the Balboa Park Master Plan recommended amendments to the local historic resources boundary. The recommended amended boundaries are shown on Figure 17B. This recommendation reconfigures the boundary to keep the miniature train experience within the local historic resources boundary.

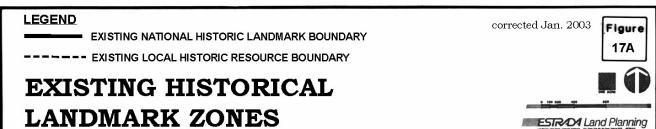
THE NATIONAL REGISTER OF HISTORIC PLACES

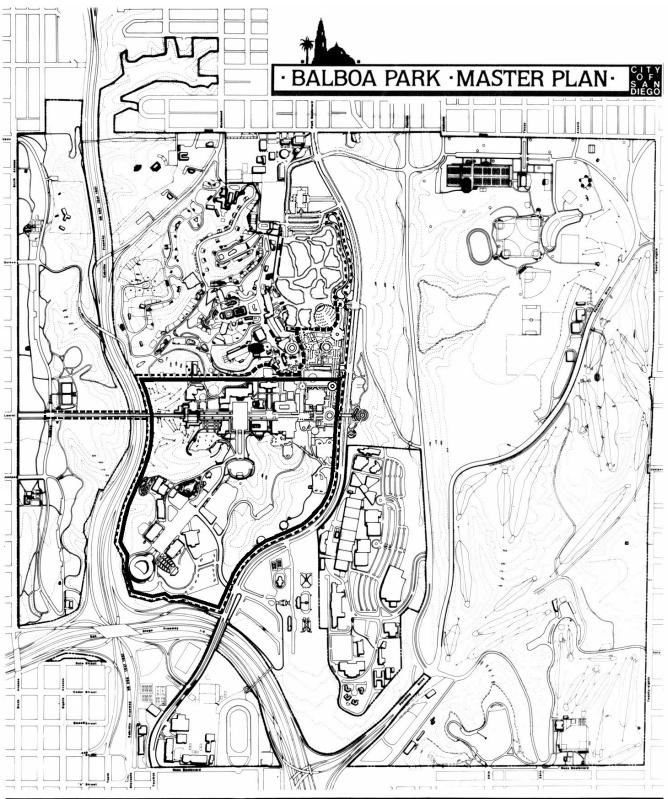
The National Register of Historic Places, administered by the Keeper of the Register, U.S. Department of the Interior, Washington, D.C., is the nation's official list of cultural resources worthy of preservation. The Register is a catalog of American culture, the tangible remains of our heritage. It is also an authoritative guide for federal, state, and local governments, and for citizen groups

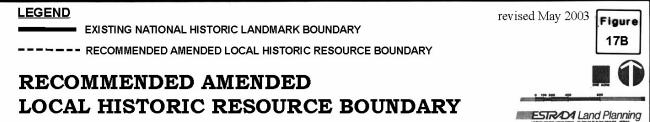
interested in protecting and enhancing these irreplaceable elements of our cultural environment.

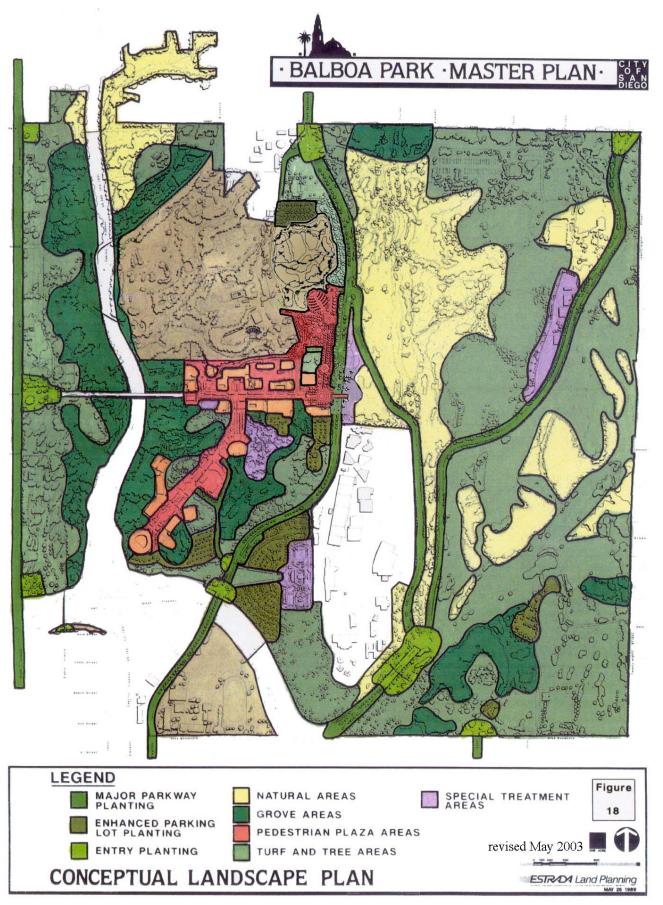
Properties listed in the National Register are eligible for a variety of benefits including grants, loans, tax (cont'd. on page 93)

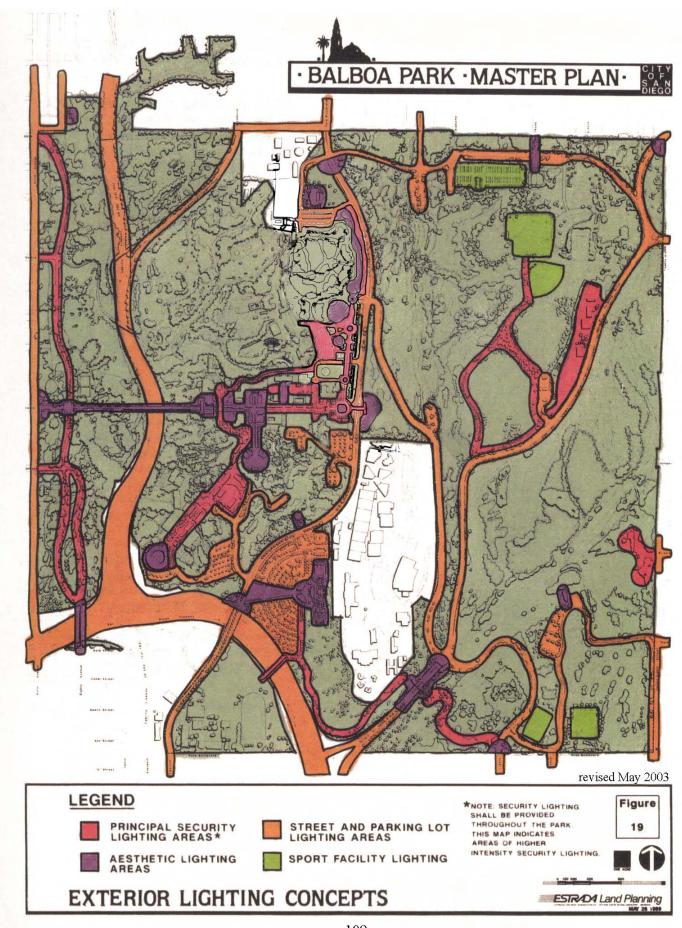


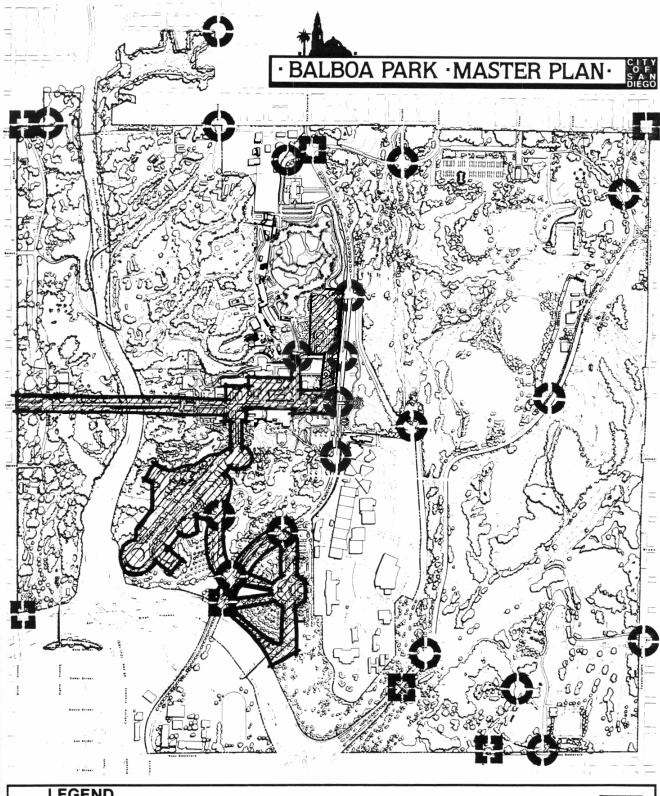
















ENTRY SIGNAGE

SUB-AREA SIGNAGE

SIGNAGE CONCEPTS



TEMPORARY SIGN ZONE

revised May 2003 Figure





ESTRADA Land Planning

Develop northeast corner of the park	
Signage	0.5
Complete Rose Garden	0.55
Miscellaneous Minor Improvements at \$250,000 per year	0.15
Close Florida Drive, implement Florida Canyon Master Plan	
Landscape Zoo parking lot	1.25
Total Phase I	1.0
	(By Zoo)

\$50.35 Million

Phase IV: FY 2004 - FY 2008

OBJECTIVES:

Reduce vehicle – pedestrian conflicts

Actions:

Consider closing Cabrillo Bridge to automobile traffic if transit, off-site parking, and shuttle system are adequately serving the Park. <u>Build Park Promenade</u>, <u>parking structure</u>, <u>and greenbelt</u>.

IMPROVEMENTS:		COST IN MILLIONS	
-	Tram system		1.0
-	Central Mesa-East Mesa pedestrian/bicycle bridge	1.1	
-	Expand House of Pacific Relations	0.6	
-	Rehabilitate War Memorial Building/ add therapeutic pool	0.7	
-	Eighth Avenue pedestrian/bicycle bridge		1.2
-	Reclaim water tank area		0.5
-	Miscellaneous minor improvements at \$250,000 per year		1.25

TOTAL PHASE IV = \$6.35 Million

GRAND TOTAL PHASES = \$100.2 MILLION (1989 PLAN)

Phase IV - Amendment in 2003

<u>Park Boulevard Promenade, Park Boulevard greenbelt,</u> parking structure, plazas \$207.5 million (2003 dollars)

Project descriptions, scheduling and cost estimates are preliminary and are subject to change with the approval of the City Council.